PROJECT REFERENCE NO.	SHEET NO.
R-5169B, 45163.3.ST2 5CR.20921.25	1 of 3

END PROJECT R-5169B

MAP 1

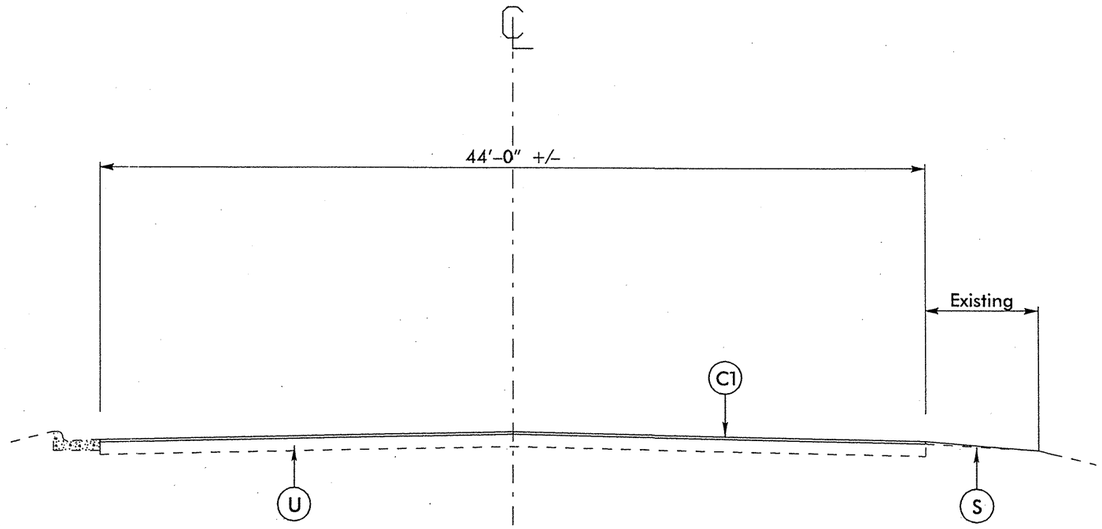
MAP 2

BEGIN PROJECT R-5169B

R-5169B
SR 1435
(OLD RALEIGH RD)
WAKE COUNTY
with 5CR.20921.25

PROJECT REFERENCE NO.	SHEET NO.
R-5169B, 45163.3.ST2 5CR.20921.25	2

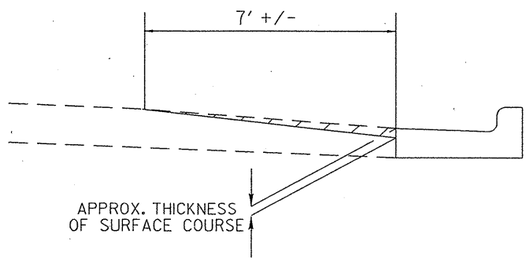
PAVEMENT SCHEDULE	
C1	1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
D1	2.5 " ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
S	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	MILL 2.5" IN DEPTH
V2	MILL 2" IN DEPTH



TYPICAL SECTION NO. 1

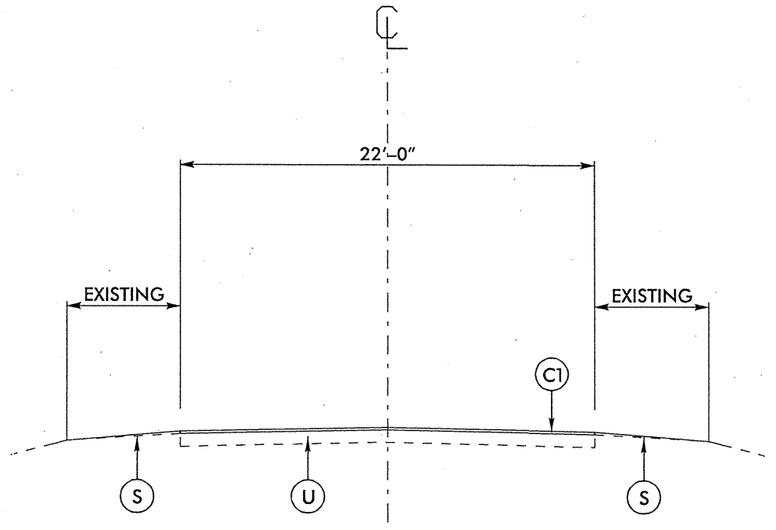
NOTES

ALL UNPAVED S.R. ROADS TO BE RESURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT
ALL PAVED S.R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADII, OR AS DIRECTED BY THE ENGINEER.
EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.
BRIDGES TO BE RESURFACED AT LOCATIONS AND TO DEPTH AS DIRECTED BY THE ENGINEER.



** INCIDENTAL MILLING DETAIL FOR CURB AND GUTTER SECTIONS

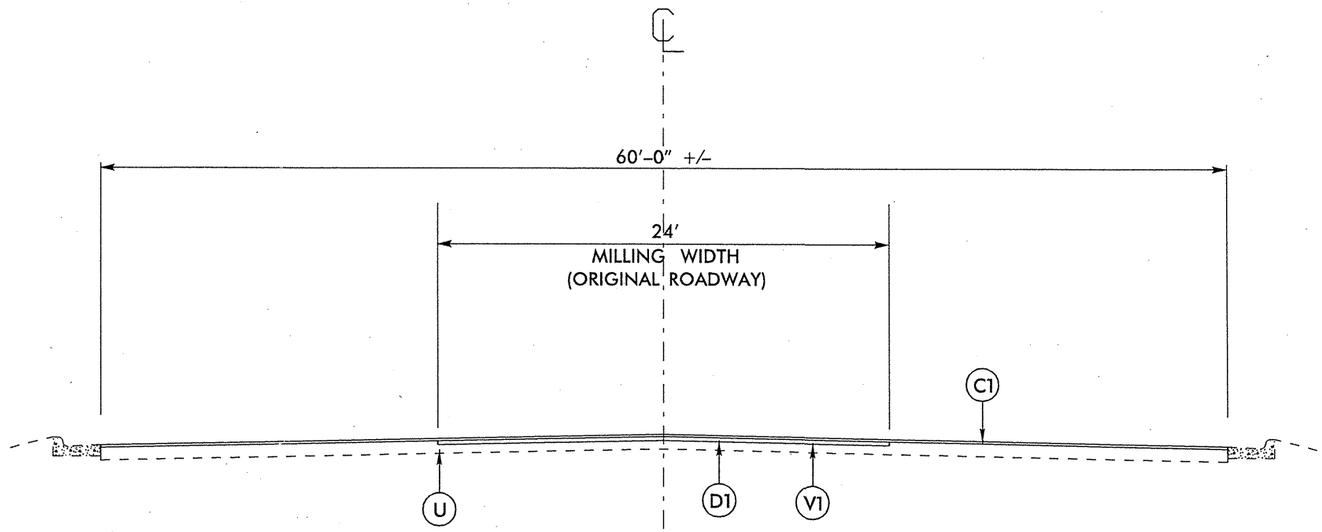
PERFORM MILLING SO NEW ASPHALT WILL BE FLUSH WITH EXISTING CURB AND GUTTER TO BE USED AT CURB AND GUTTER ON MAPS 1 AND 3



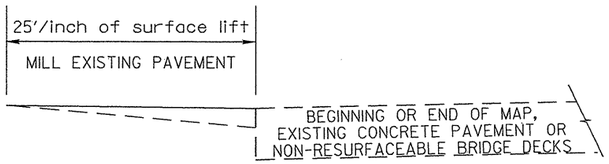
TYPICAL SECTION NO. 2

PROJECT REFERENCE NO.	SHEET NO.
R-5169B, 45163.3.ST2 5CR.2092I.25	3

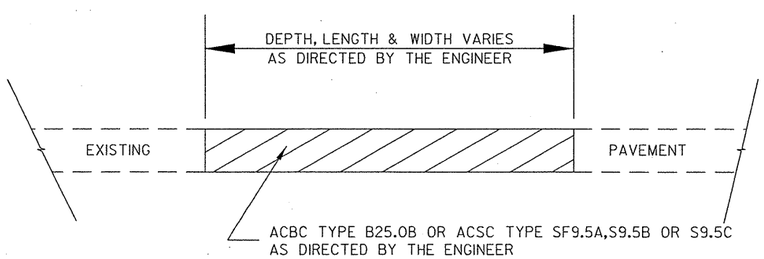
PAVEMENT SCHEDULE	
C1	1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
D1	2.5 " ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
S	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	MILL 2.5" IN DEPTH
V2	MILL 2" IN DEPTH



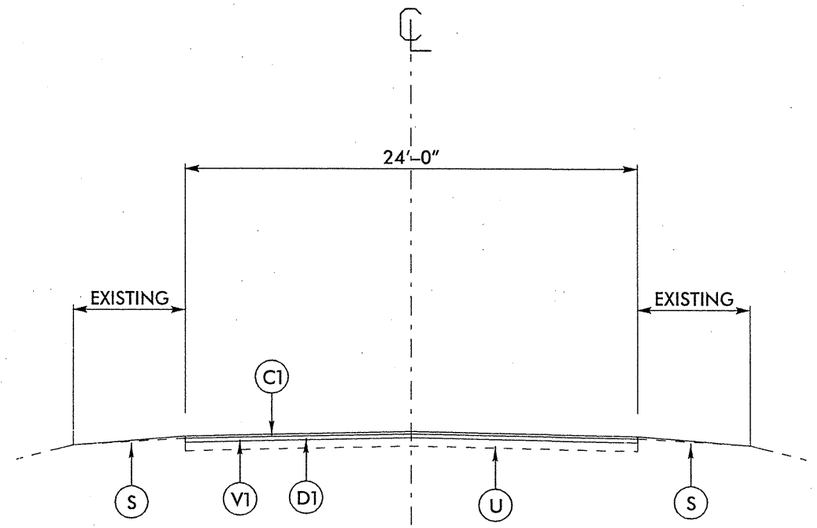
TYPICAL SECTION NO. 3



NOTE: A TEMPORARY ASPHALT WEDGE WILL BE REQUIRED IMMEDIATELY AFTER MILLING TO ENSURE SMOOTH TRAVEL IF THE FINAL LAYER OF SURFACE COURSE IS NOT PLACED ON THE SAME DAY AS MILLING



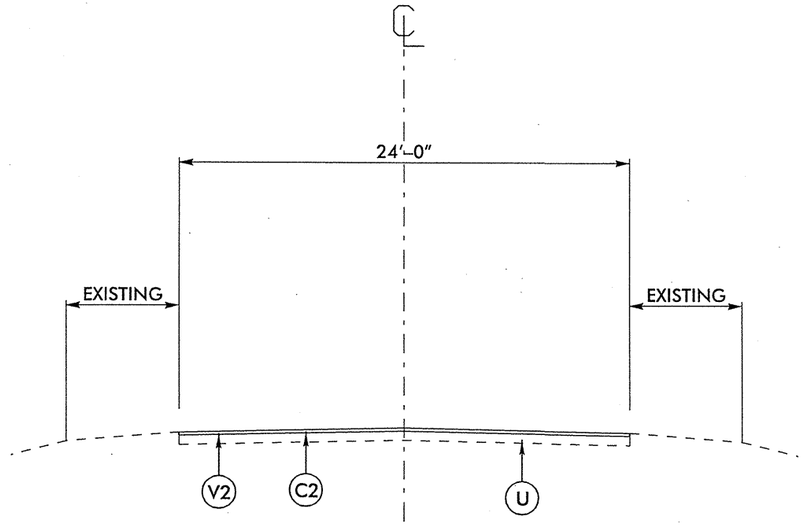
PATCHING EXISTING PAVEMENT



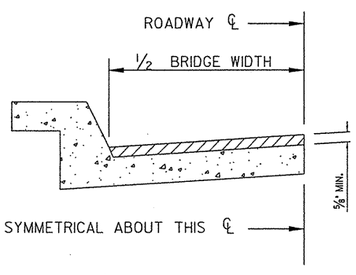
TYPICAL SECTION NO. 4

PAVEMENT SCHEDULE

C1	1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
D1	2.5 " ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
S	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	MILL 2.5" IN DEPTH
V2	MILL 2" IN DEPTH



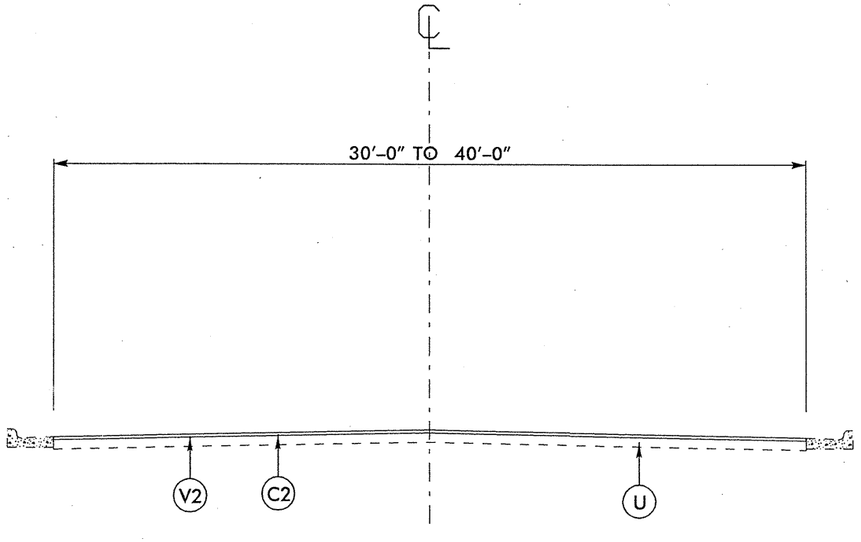
TYPICAL SECTION NO. 5



BRIDGE HALF TYPICAL SECTION

FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN.

THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. A THICKNESS OF NOT LESS THAN 5/8" SHALL BE PROVIDED. THE MAXIMUM THICKNESS SHALL PREFERABLY BE 1 1/2" UNLESS IT IS IMPRACTICAL TO PROVIDE A SMOOTH RIDING SURFACE OTHERWISE.



TYPICAL SECTION NO. 6

PROJECT NO.	SHEET NO.	TOTAL NO.
45163.3.ST2 (R-5169B) & 5CR.20921.25	5	

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	FINAL SURFACE TESTING REQUIRED	LENGTH MI	WIDTH FT	SHOULDER RECON-STRUCTION SMI	2 1/2" MILLING SY	2" MILLING SY	INCIDENTAL MILLING SY	INTER-MEDIATE COURSE, I19.0B TONS	SURFACE COURSE, S9.5B TONS	PG 64-22 PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	ADJUST MANHOLES EA	ADJUST METER OR VALVE BOX EA	SEED & MULCHING AC	INDUCTIVE LOOP LF
45163.3.ST2	Wake	1	SR 1435 (OLD RALEIGH RD)	FROM MASON ST TO APEX PEAKWAY	1	NO	0.34	44	0.3			2417		860	52	100	2	5	0.20	816
		"	"	FROM APEX PEAKWAY TO NEW DOVER	2	NO	0.26	22	0.52					315	19	100			0.38	
		"	"	FROM NEW DOVER TO SR 1521 (LAKE PINE DR)	3,4	NO	0.8	24 - 60	0.42	11788		6635	1760	2,187	214	100	4	10	0.30	
		"	SR 1521 (LAKE PINE DR)	FROM SR 1435 (OLD RALEIGH RD) TO GREGSON DRIVE	2,6	NO	0.15	22 - 40	0.1		2958	264		428	26	50			0.10	576
TOTAL FOR MAP NO. 1							**1.55**		**1.34**	**11788**	**2958**	**9316**	**1760**	**3,790**	**311**	**350**	**6**	**15**	**0.98**	**1,392**
TOTAL FOR PROJ NO. 45163.3.ST2 R-5169B							**1.55**		**1.34**	**11788**	**2958**	**9316**	**1760**	**3,790**	**311**	**350**	**6**	**15**	**0.98**	**1,392**
5CR.20921.25	Wake	2	SR 1435 (OLD RALEIGH RD)	FROM SR 1521 (LAKE PINE DR) TO US 64	5, 6	NO	1.1	24 - 40			19690			2,428	146	100				
TOTAL FOR MAP NO. 2							**1.1**		**0**	**0**	**19690**	**0**	**0**	**2,428**	**146**	**100**				
TOTAL FOR PROJ NO. 5CR.20921.25							**1.1**		**0**	**0**	**19690**	**0**	**0**	**2,428**	**146**	**100**				
GRAND TOTAL							**2.65**		**1.34**	**11788**	**22648**	**9316**	**1760**	**6,218**	**457**	**450**	**6**	**15**	**0.98**	**1,392**

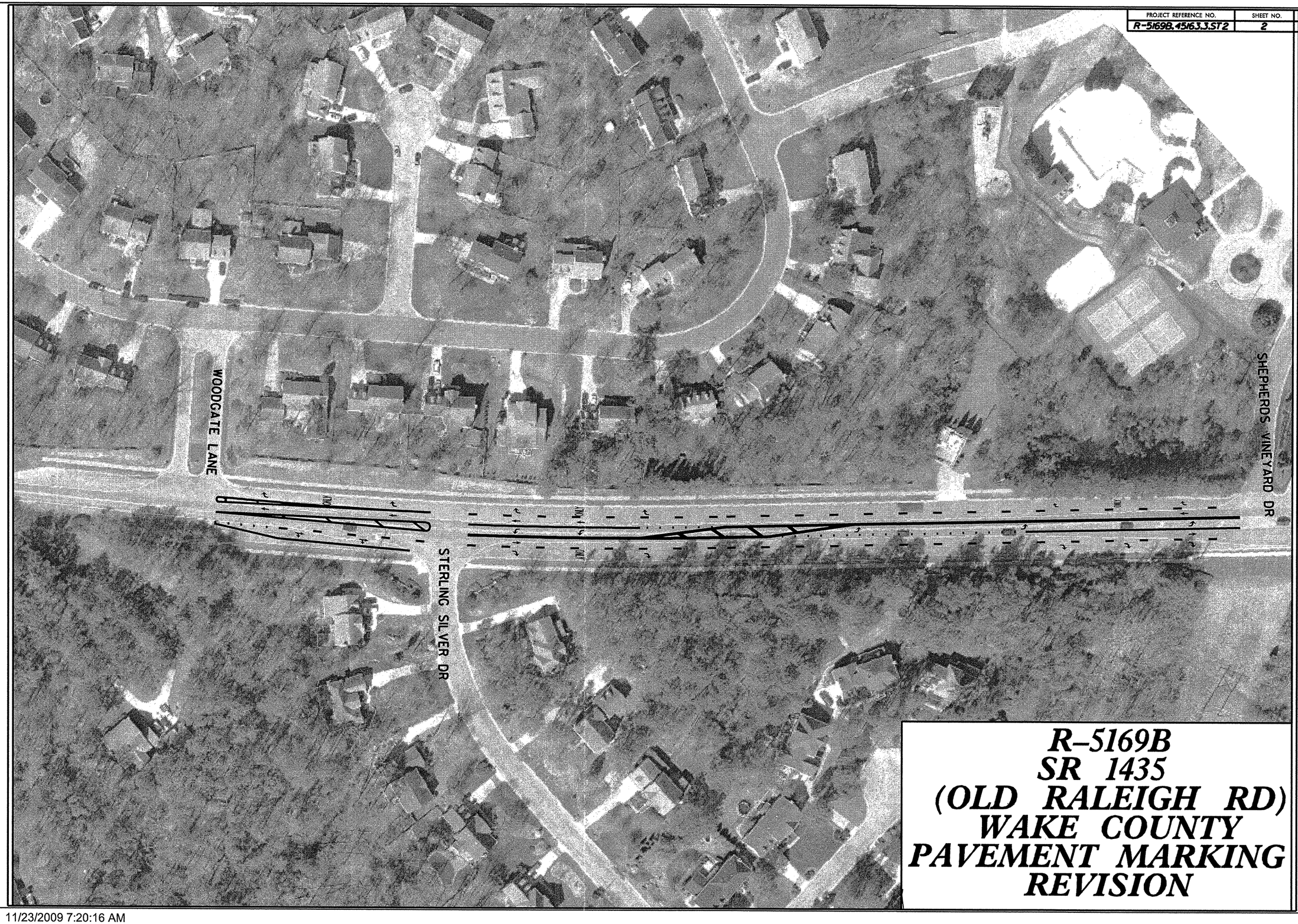
THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	4589000000-N TRAFFIC CONTROL LS	4685000000-E 4" X 90 M WHITE THERMO LF	4686000000-E 4" X 120 M WHITE THERMO LF	4686000000-E 4" X 120 M YELLOW THERMO LF	4710000000-E 24" X 120 M WHITE THERMO LF	4721000000-E THERMO MSG ONLY 120 M EA	4721000000-E THERMO MSG STOP 120 M EA	4721000000-E THERMO MSG AHEAD 120 M EA	4725000000-E THERMO STR & RT ARROW 90 M EA	4725000000-E THERMO LT ARROW 90 M EA	4725000000-E THERMO STR ARROW 90 M EA	4725000000-E THERMO RT ARROW 90 M EA	4810000000-E 4" YELLOW PAINT LF	4810000000-E 4" WHITE PAINT LF	4835000000-E 24" WHITE PAINT LF	4900000000-N YELLOW & YELLOW MARKERS EA	4900000000-N CRYSTAL & RED MARKERS EA
45163.3.ST2	Wake	1	SR 1435 (OLD RALEIGH RD)	FROM MASON ST TO APEX PEAKWAY	*	4,560	375	5,700	30				4	11	6					57	10
		"	"	FROM APEX PEAKWAY TO NEW DOVER	*	3,324														20	
		"	"	FROM NEW DOVER TO SR 1521 (LAKE PINE DR)	*	10,104	2,450	10,973		20			6	10	20	15	10,973			110	25
		"	SR 1521 (LAKE PINE DR)	FROM SR 1435 (OLD RALEIGH RD) TO US 64	*	1,920	500	1,600	36				3	3						20	20
TOTAL FOR MAP NO. 1					**1**	**19,908**	**3,325**	**18,273**	**66**	**20**			**13**	**24**	**26**	**15**	**10,973**			**207**	**55**
TOTAL FOR PROJ NO. 45163.3.ST2 R-5169B					**1**	**19,908**	**3,325**	**18,273**	**66**	**20**			**13**	**24**	**26**	**15**	**10,973**			**207**	**55**
							21,598			**20**			**78**				**10,973**			**262**	
5CR.20921.25	Wake	2	SR 1435 (OLD RALEIGH RD)	FROM SR 1521 (LAKE PINE DR) TO US 64	*	12,263	360	13,016	75		8	10		9		1	13,016	12,623	75	104	11
TOTAL FOR MAP NO. 2					**1**	**12,263**	**360**	**13,016**	**75**		**8**	**10**		**9**		**1**	**13,016**	**12,623**	**75**	**104**	**11**
TOTAL FOR PROJ NO. 5CR.20921.25					**1**	**12,263**	**360**	**13,016**	**75**		**8**	**10**		**9**		**1**	**13,016**	**12,623**	**75**	**104**	**11**
							13,376			**18**			**10**				**25,639**			**115**	
GRAND TOTAL					**1**	**32,171**	**3,685**	**31,289**	**141**	**20**	**8**	**10**	**13**	**33**	**26**	**16**	**23,989**	**12,623**	**75**	**311**	**66**
							34,974			**38**			**88**				**36,612**			**377**	

PROJECT REFERENCE NO.	SHEET NO.
R-5169B,1516J,ST2	1

R–5169B
SR 1435
(OLD RALEIGH RD)
WAKE COUNTY
PAVEMENT MARKING
REVISION

PROJECT REFERENCE NO.	SHEET NO.
R-5169B,1516J,3,ST2	2

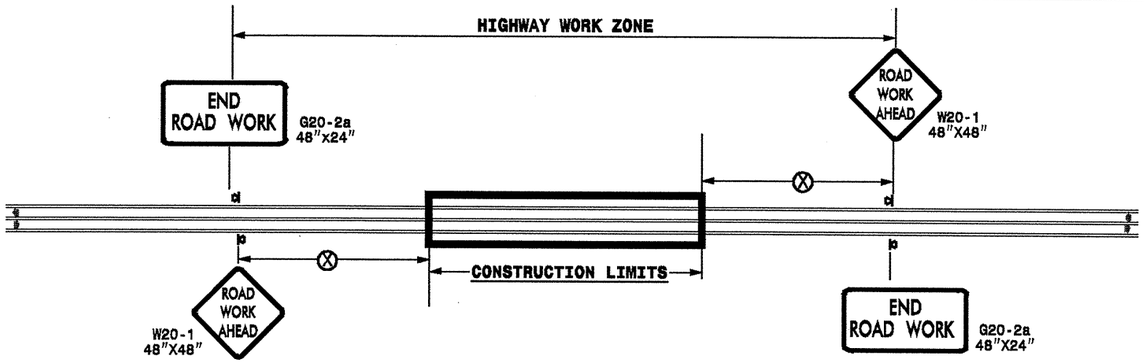


R–5169B
SR 1435
(OLD RALEIGH RD)
WAKE COUNTY
PAVEMENT MARKING
REVISION

WBS Elements: 5CR.20921.25 &
45163.3.ST2 (R-5169B)

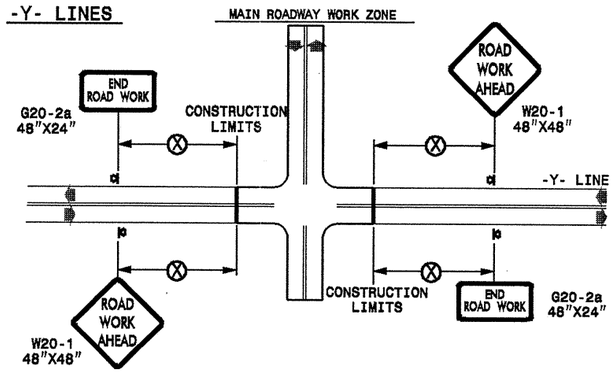
PROJ. REFERENCE NO.	SHEET NO.
See to the Left	TCP-1

TWO-WAY UNDIVIDED ** (L-LINES)



POSTED SPEED LIMIT (M.P.H.)	RECOMMENDED MINIMUM SIGN SPACING ⊗
≤ 50	500'
≥ 55	1000'

ROADWAYS INTERSECTING ALONG 2 WAY UNDIVIDED WORK ZONE (Y-LINES)



GENERAL NOTES

- USE FLUORESCENT ORANGE SHEETING (TYPE VII OR HIGHER) ON ALL ADVANCE WORK ZONE SIGNS.
- DO NOT INSTALL ADVANCE WARNING SIGNS MORE THAN 3 DAYS PRIOR TO BEGINNING OF WORK.
- ALL SIGN SPACING DIMENSIONS ARE APPROXIMATE, FIELD ADJUST AS NECESSARY OR AS DIRECTED.
- USE PORTABLE WORK ZONE SIGNS ONLY WITH PORTABLE WORK ZONE SIGN STANDS SPECIFICALLY DESIGNED FOR ONE ANOTHER. PORTABLE WORK ZONE SIGNS MAY BE ROLL UP OR APPROVED COMPOSITE.
- PROVIDE PORTABLE WORK ZONE SIGN STANDS, PORTABLE SIGNS AND SIGN SHEETING WHICH ARE LISTED ON THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION'S APPROVED PRODUCT LIST OR ACCEPTED AS TRAFFIC QUALIFIED BY THE TRAFFIC CONTROL UNIT.
- ** TWO-WAY UNDIVIDED ADVANCE WARNING SIGN CONFIGURATION MAY BE USED ON URBAN MULTI-LANE FACILITIES WHERE CONDITIONS LIMIT THE USE OF DUAL MOUNTED SIGNS AS DETERMINED BY THE ENGINEER.

LEGEND

PORTABLE SIGN

DIRECTION OF TRAFFIC FLOW

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

DETAIL DRAWING FOR TWO-WAY UNDIVIDED WORK ZONE WARNING SIGNS

SHEET 1 OF 1

APPROVED: _____ DATE: _____

SEAL

DETAIL DRAWING
FOR TWO-WAY UNDIVIDED
ADVANCED WORK ZONE WARNING SIGNS

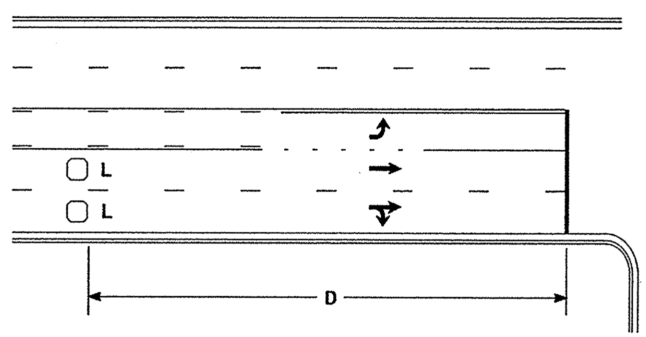
SCALE: NONE	REVISIONS	
DATE:	7-98	10/01
DWG. BY:	10-98	03/04
DESIGN BY:	01/01	11/04
REVIEWED BY:	CADD FILE	

16-NOV-2009 12:01
s:\signing\resurfacing_030509\resurfacing2010\dv05\c202505a-b_45163st2x2_r-5169b_wake_3srs\c202505a-b_45163st2x2_r-5169b_2wayundivurbfrwysjuly2006_portable.dgn
pbsaymore AT WZTC2317502

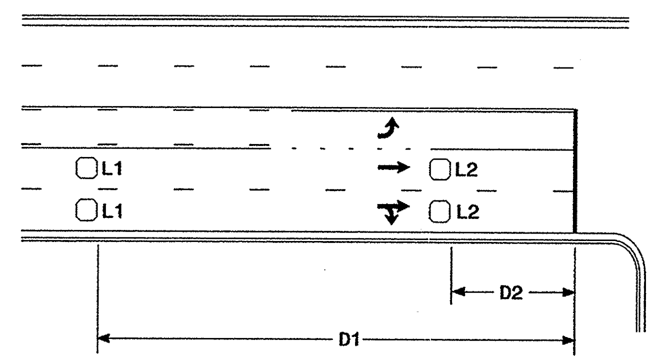
PROJECT REFERENCE NO.	SHEET NO.
	SIG 1

45163.3.ST2 (R-5169B) &
5CR.20921.25

High Speed Detection
[≥40 mph (64 km/hr)]



OR



Speed Limit mph (km/hr)	D ft (m)
40 (64)	250 (75)
45 (72)	300 (90)
50 (80)	355 (110)
55 (88)	420 (130)

L = 6ft X 6ft (1.8m X 1.8m)
Wired in series for TS1 Controllers
Wired separately for TS2, 170, and 2070L Controllers

Volume Density Operation

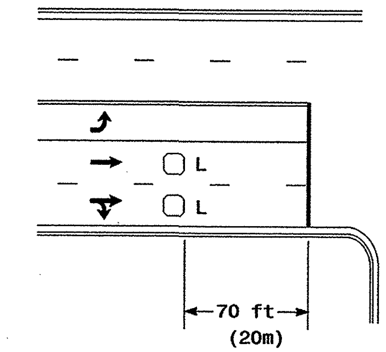
Speed Limit mph (km/hr)	D1 ft (m)	D2 ft (m)
40 (64)	250 (75)	80 (25)
45 (72)	300 (90)	90 (27)
50 (80)	355 (110)	100 (30)
55 (88)	420 (130)	110 (35)

L1 = 6ft X 6ft (1.8m X 1.8m) Wired in series

L2 = 6ft X 6ft (1.8m X 1.8m) Wired in series

"Stretch" Operation

Low Speed Detection
[≤35 mph (56 km/hr)]



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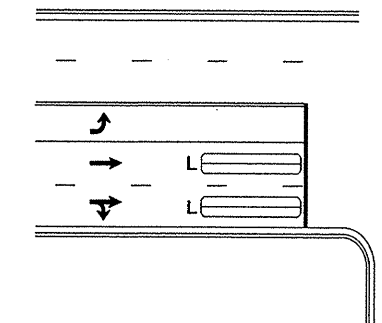
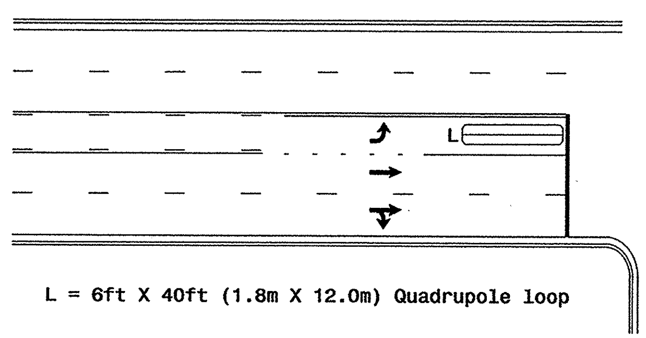


L = 6ft X 6ft (1.8m X 1.8m)
Wired in series

L = 6ft X 40ft (1.8m X 12.0m)
Quadrupole loop, wired separately

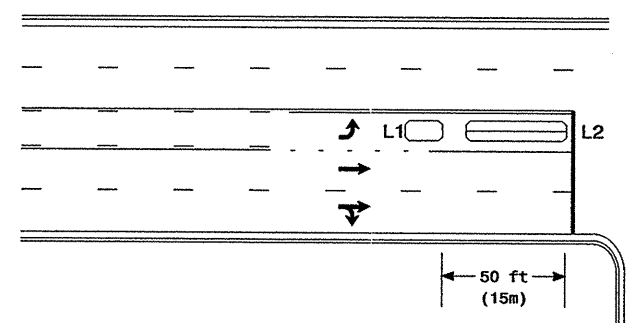
Left Turn Lane Detection



L = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop

Presence Loop Detection

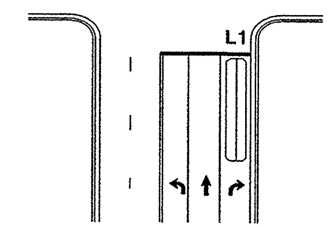
OR



L1 = 6ft X 15ft (1.8m X 4.6m) Queue detector
L2 = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop

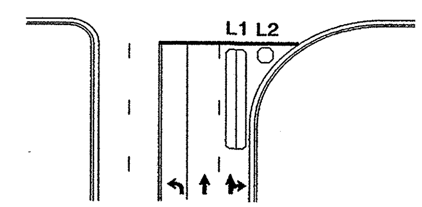
Queue Loop Detection

Right Turn Lane Detection

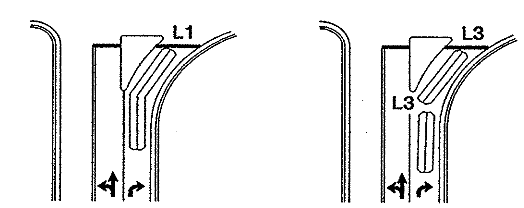


Standard Turn

L1 = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop
L2 = 6ft X 6ft (1.8m X 1.8m) [Minimum] Presence loop
Wired separately
L3 = 6ft X 20ft (1.8m X 6.0m) Quadrupole loop
Wired in series

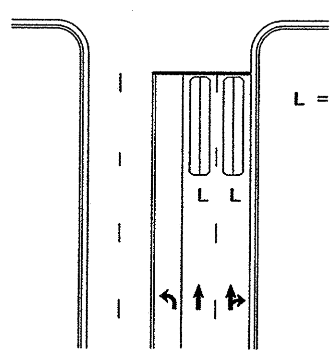


Wide Radius Turn



Channelized Turn

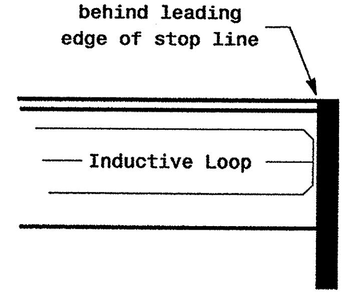
Side Street Detection



L = 6ft X 40ft (1.8m X 12.0m)
Quadrupole loop
Wired to separate detectors/channels

Presence Loop Placement at Stop Lines

Locate loop slightly behind leading edge of stop line



Note:
Loop may be located in advance of stop line when stop line is greater than 15' (4.5m) from edge of intersecting roadway; or, when loop detects a permissive or protected/permissive left turn.

Recommended Number of Turns

Single 6' X 6' (1.8m X 1.8m) loop (wired separately):

Length of Lead-in ft (m)	Number of Turns
< 250 (75)	3
250-375 (75-115)	4
375-525 (115-160)	5
> 525 (160)	6

Quadrupole loops: Use 2-4-2 turns

6' X 15' (1.8m X 4.6m) Loops:
Lead-in < 150' (45 m), use 2 turns
Lead-in > 150' (45 m), use 3 turns

Prepared in the Offices of:
Traffic Engineering and Safety Systems Branch
State of North Carolina Department of Transportation
Signals and Geometrics Section
122 N. McDowell St., Raleigh, NC 27603

Typical Loop Locations

PLAN DATE:	June 2006	REVIEWED BY:
PREPARED BY:	P L Alexander	REVIEWED BY:

SCALE
N/A

REVISIONS	INIT.	DATE
Revise pavement markings	aa	12/19/06

SEAL
North Carolina Professional Engineer Seal 23488 Pamela Alexander

SIGNATURE DATE 6/6/06

SIG. INVENTORY NO.

PROJECT REFERENCE NO.	SHEET NO.
	Sig. 2

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

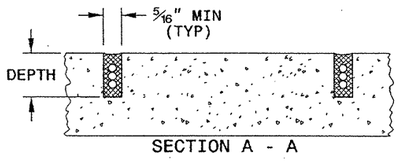
11-08

ENGLISH DETAIL DRAWING FOR

INDUCTIVE DETECTION LOOPS

SAW SLOT DEPTH CHART

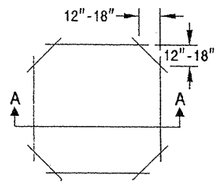
DEPTH (IN)	NO. OF WIRE TURNS				
	2	3	4	5	6
CONCRETE	2.0	2.0	2.5	2.5	3.0
ASPHALT	2.0	2.5	3.0	3.0	3.0



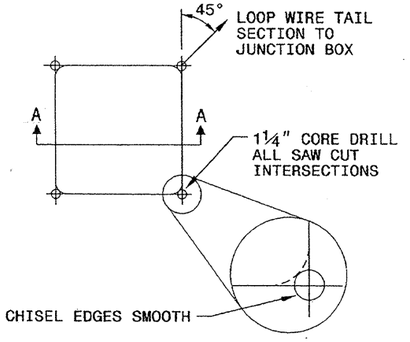
CONVENTIONAL 4-SIDED LOOP

SAW CUT OPTIONS

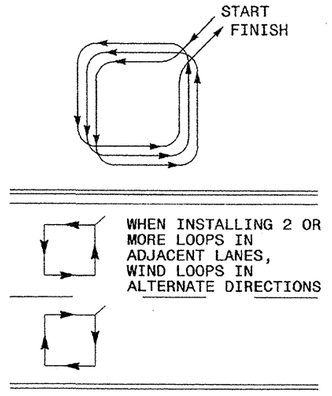
OPTION 1



OPTION 2
(POOR PAVEMENT)



LOOP WINDING METHOD



LOOP WIRE TWISTING METHOD

INCORRECT WAY TO TWIST WIRE

CORRECT WAY TO TWIST WIRE

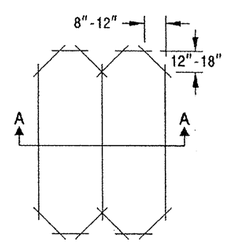
NOTES

1. OVERLAP SAW CUTS AT CORNERS AND INTERSECTION POINTS TO ENSURE UNIFORM SAW SLOT DEPTH.
2. MAINTAIN 12" SPACING BETWEEN LOOP WIRE TAIL SECTIONS.
3. WIRE LOOPS CONNECTED TO THE SAME DETECTOR CHANNEL IN SERIES.
4. LOCATE LOOPS IN CENTER OF LANES UNLESS OTHERWISE SHOWN ON PLANS OR APPROVED BY ENGINEER.

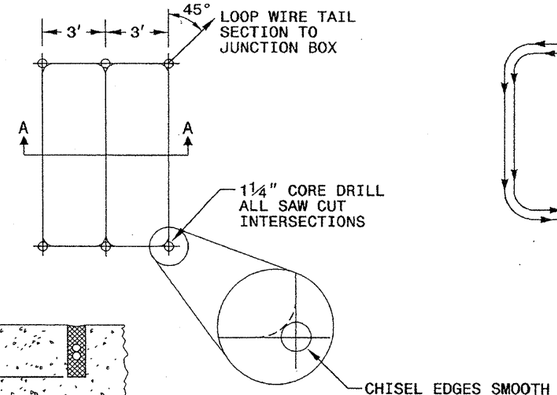
QUADRUPOLE LOOP

SAW CUT OPTIONS

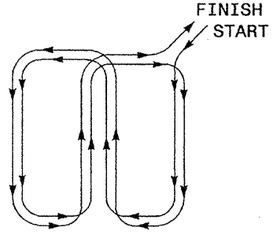
OPTION 1

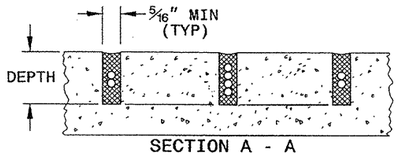


OPTION 2
(POOR PAVEMENT)



LOOP WINDING METHOD





DEPTH IS 2.5" FOR CONCRETE AND 3.0" FOR ASPHALT

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ENGLISH DETAIL DRAWING FOR

INDUCTIVE DETECTION LOOPS

SHEET 1 OF 3

1725D01

SHEET 1 OF 3

1725D01

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Prepared in the Offices of:

Intelligent Transportation Systems & Signals Unit
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

750 N. Greenfield Parkway
Garner, NC 27529

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 16286 ENGINEER HILTON DEAN

SIGNATURE

11/24/08
DATE

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PROJECT REFERENCE NO.	SHEET NO.
	Sig. 3

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ENGLISH DETAIL DRAWING FOR

INDUCTIVE DETECTION LOOPS

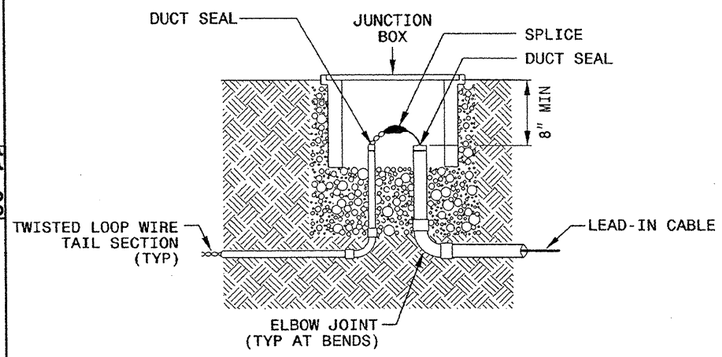
LOOP WIRE DETAILS

SHEET 2 OF 3

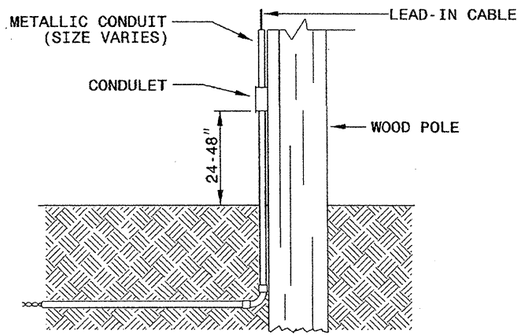
1725D01

LOOP WIRE SPLICE POINT DETAILS

LOOP WIRE AT JUNCTION BOX



LOOP WIRE AT POLE

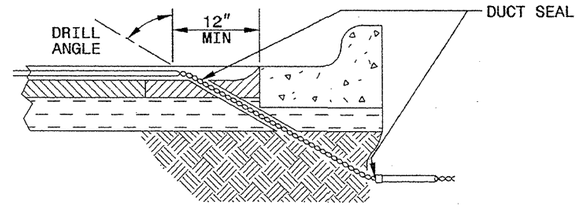


NOTE

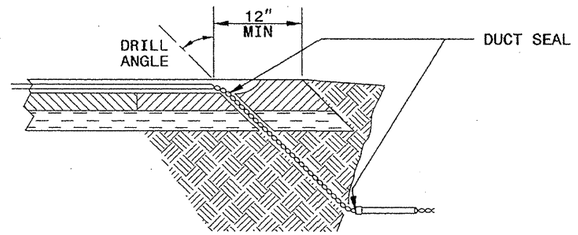
SPLICE ALL LOOP WIRE TAIL SECTIONS/LEAD-IN CABLE IN JUNCTION BOXES OR APPROVED CONDULETS.

LOOP WIRE PAVEMENT EDGE DETAILS

LOOP WIRE AT CURB & GUTTER SECTION



LOOP WIRE AT PAVEMENT SECTION



NOTES

1. DO NOT EXCAVATE UNDER CURB AND GUTTER SECTIONS FOR CONDUIT INSTALLATION.
2. TWIST LOOP WIRE TAIL SECTIONS FROM WHERE LOOP WIRE TAIL LEAVES SAW CUT TO JUNCTION BOX, INCLUDING THROUGH CONDUIT.
3. BEFORE SEALING LOOPS, INSTALL DUCT SEAL WHERE LOOP WIRE TAIL SECTION LEAVES SAW CUT IN PAVEMENT AND AT ENTRANCE OF CONDUIT TO JUNCTION BOX.

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ENGLISH DETAIL DRAWING FOR

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LOOP WIRE DETAILS

SHEET 2 OF 3

1725D01

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750 N. Greenfield Parkway
Garner, NC 27529

SEAL

NORTH CAROLINA PROFESSIONAL SEAL 16286 ENGINEER MILTON L DEAN

Milton L. Dean 11/24/08
SIGNATURE DATE

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ENGLISH DETAIL DRAWING FOR

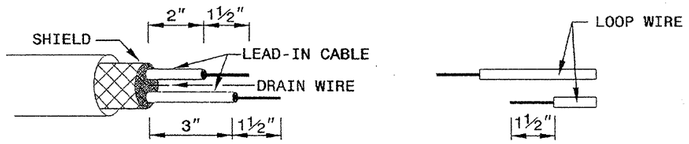
INDUCTIVE DETECTION LOOPS

SPLICING FOR LEAD-IN CABLE AND LOOP WIRE

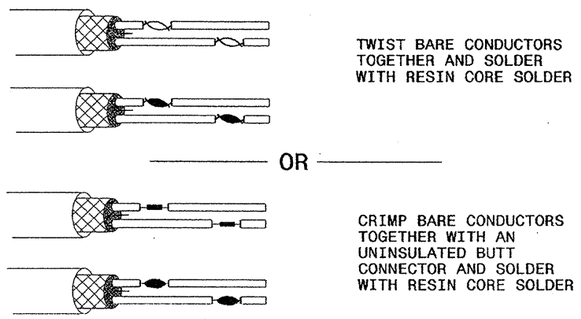
SHEET 3 OF 3

1725D01

STEP 1. STRIP LOOP WIRE AND LEAD-IN CABLE



STEP 2. CONNECT AND SOLDER



TWIST BARE CONDUCTORS TOGETHER AND SOLDER WITH RESIN CORE SOLDER

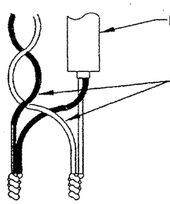
OR

CRIMP BARE CONDUCTORS TOGETHER WITH AN UNINSULATED BUTT CONNECTOR AND SOLDER WITH RESIN CORE SOLDER

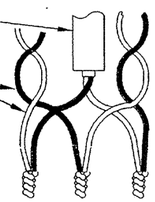
BOND SHIELD DRAIN WIRE AT SPLICE SECTIONS (DO NOT GROUND)

LOOP WIRE AND LEAD-IN CABLE CONNECTION DETAILS

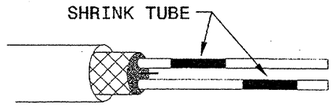
SINGLE CONNECTION



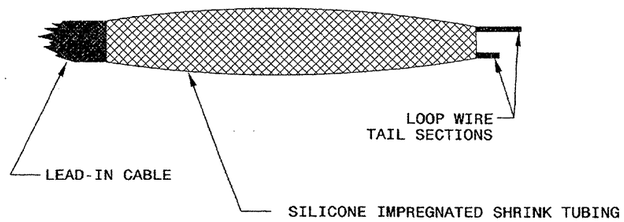
SERIES CONNECTION



STEP 3. INSULATE EACH SOLDER JOINT SEPARATELY



STEP 4. ENVIRONMENTALLY PROTECT SPLICE



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ENGLISH DETAIL DRAWING FOR

INDUCTIVE DETECTION LOOPS

SPLICING FOR LEAD-IN CABLE AND LOOP WIRE

SHEET 3 OF 3

1725D01

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SEAL

NORTH CAROLINA PROFESSIONAL SEAL 16286 ENGINEER MITTON L. DEAN

Mitton L. Dean 11/24/08
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